

AMENDMENTS TO THE SPECIFICATION:

Page 5, replace the paragraph, beginning on line 7, with the following amended paragraph:

--It is therefore an important feature of this invention to include the deployment of numerous openings or cavitation inducing depression zones on at least the surface of the rotor, deployed preferably, over several rows along this surface. Although it is a preferable feature of this invention to position a peripheral exit passage in the housing for the heated fluid in a location radially outwardly of the annular clearance, the exit passage may alternatively be positioned radially inwardly of the annular clearance to be adjacent the flanking wall of the rotor. With respect to Griggs, the fluid enters and exits the internal chamber are both positioned radially inwards of the annular heat generating working chamber, and it should be noted that [[may]] many of the features of this invention may still be used to good effect were the entry and exit passages positioned as in Griggs.--

Page 13, replace the paragraph, beginning on line 5, with the following amended paragraph:

--Drive-shaft 5 is supported in the housing by a pair of bearings, plain bearing 20 disposed in rear housing member 1 and bearing 21 disposed adjacent rotary seal 22 in front housing member 2. Because plain bearing 20 is positioned close to the fluid entry connection 10, it remains largely unaffected by any heat build-up in other areas of the device. The plain bearing 20

is preferably a steel backed PTFE lead lined composite bearing. Later embodiments of the invention could use a sealed ball bearing in place of plain bearing 20 once the space occupied by ports 11 is freed. As inner end of the drive shaft 5 protrudes towards fluid entry connection 10, unlike Griggs, there is no requirement for sealing the device at this side of the housing. For purposes of convenience, the rotor unit 13 here described is a heat shrink fit on drive shaft 5. However, the rotor and drive-shaft could be manufactured as one-piece out of solid bar or a metal forging; or alternatively, be separate components connected together by a spline or other connecting devices such as a key. Another point of detail is the inclusion of notch 19, shown in Fig. 5 which is shown located in rotor 13i but alternatively, could be located on the surface of drive-shaft 5. The notch 19 is of sufficient length to communicate with respective axial clearances 17, 18.--